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INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY

USSR

SUBJECT

Data on the Town of Kokand, Uzbek SSR,
and Vicinity

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SUPPLEMENT TO REPORT

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Kokand

as a native

town, [] had no shape really, its streets running in all directions. However, there is a sketch [see Enclosure A] of the area in the general vicinity of Kokand, which indicates Kokand's strategic importance as a railway hub, and the location of other towns and railways in the general area. []

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3. Kokand, in 1939, was really just a large native village, although its population was quite large. The Russian sector of town was very small; it was on both sides of the railway station. The Uzbek city surrounded the Russian sector. Kokand stretched all around the railway station. The "palace" of the former local khans was in a state of deterioration. It was a small adobe fortress which, by now, may have fallen apart. The "palace" was to the north of the station.

4. Russians and other people from the European USSR formed only about 15% of the population. Kokand practically did not grow, industrially or in regard to population, from the time of the Russian Revolution until 1939. Almost none of the factories were large, being in effect merely small cottage industry plants. The two cotton-ginning plants, however, were not small. They were improved after the Revolution. The silk mill was small; the cotton-seed-oil press was very small. The super-phosphate plant was built after the Russian Revolution. []

[] The area was a cotton-growing one. The only real sugar plant then in the Uzbek SSR was at Kauffmanskaya station. There were also one or two small sugar plants west of Samarkand. The fertilizer plant was built in about 1936 or 1937. Workers lived in separate, private houses. There was no workers' settlement.

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5. Kokand must have absorbed more industry during World War II. However, [] it could not have been too much as there were not enough buildings to house many factories. Evacuated plants were usually located in existing casernes. In Kokand, there were casernes for only one battalion. They had been built prior to the Revolution. There were no troops stationed in Kokand. The casernes, which were near the "palace", had been turned over to civilian authorities for storage of cotton. 50X1-HUM
6. The Russian sector was inhabited by railway workers and other workers. There were small railway shops. There were no electric lights in Kokand, except for some houses in the Russian sector. Kerosene lamps were also to be found in that sector. There was an electric power station of about 3000 kw to serve the needs of the railway station.
7. Almost all the buildings of Kokand had only one story. About 95% were adobe. The remaining buildings were brick, ie the railway station, factories, and the power station. There was no wood construction. The only paved streets (cobblestone) were in the Russian sector. All the others were dirt roads.
8. There was a bazaar in Kokand. There was no sewage system, nor was there a water system, except for use by the railway station and the cotton mills, which used artesian wells. There were many small villages around Kokand, as the Fergana Valley is very densely settled. The village buildings were also one-story adobe.
9. Referring again to the sketch [see Enclosure A], the following bits of information may be of interest. The railway lines indicated were broad gauge and single track. The railway route indicated by a broken line (from the point south of Tashkent, where the railway turns east toward Angren, down to Melnikova station) was a planned line which by now has probably been built. Angren, incidentally, had coal deposits. The main coal deposits in the Fergana area were at Kuvasai, which also had a cement plant. I heard that during the years 1947-1949 the railway line north from Kokand did not function regularly. The line was in poor condition and the Pabski bridge (near Pab station) over the Syr Darya River was washed out. Andizhan was the main railway station in the Fergana Valley and had the main railway shops. There are now oil fields east of Andizhan.
10. The Great Fergana Canal was constructed in about September 1939. It serves to connect, for irrigation purposes, the various smaller rivers which no longer flow far enough north to reach the Syr Darya. The towns of Margilan (in effect a large Uzbek village), Fergana (an all-Russian town, noted for its perfume factory), and Gorchakovo (merely a railway station) in effect became one city about 20 km long. However, they retained their separate city administrations. This combined city was the largest in the Fergana Valley, with an approximate total population of over 100 thousand. The main industries of the valley were cotton and silk. There were many troops stationed in the town of Fergana: two cavalry regiments and the headquarters of a cavalry division.
11. Khilkovo station, also called Begovat (see sketch), is now an industrial center. Near it, on the Syr Darya River, is a large hydroelectric power station of at least 70,000 kw capacity. During World War II, a pig iron plant was built at Begovat, which also has a cement plant.

[Enclosure A: Rough sketch of area in vicinity of Kokand, 1939.]

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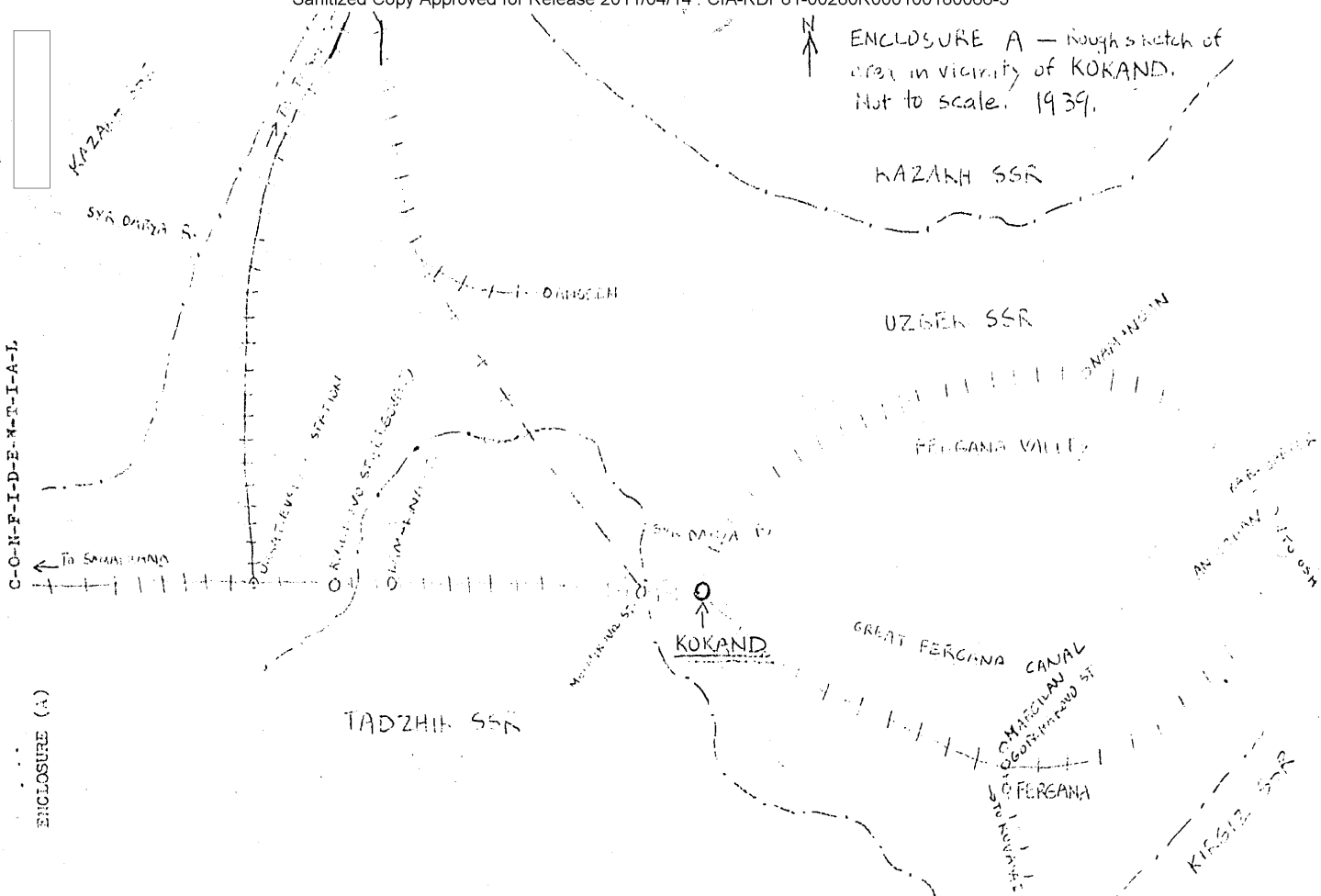
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ENCLOSURE A — Rough sketch of
area in vicinity of KOKAND.
Not to scale. 1939.

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